

LNG STATUS

BEST PRACTICES – WES AMELIE

LNG – FROM SOMETHING SPECIAL TO BUSINESS AS USUAL



3,5 YEARS OF LNG OPERATION ON WES AMELIE

POSITIVE EXPERIENCE & GOOD DEVELOPMENT

- Kick-off in 2014 / contracting in May 2016 / conversion June 2017 / operation September 2017
- almost 1,5 years T-t-S / since mid 2018 S-t-S / in total 93 bunker events / approx. 12.500 tons LNG consumed
- No losses or incidences during bunkering / no significant leakages / no releases of LNG to the atmosphere
- only minor technical issues / only 4 out of 97 round voyages not with LNG

BUT ...

- SIMOPS (simultaneous load and discharge operation)
- Rules & Regulations for LNG bunkering

LNG AS MARINE FUEL

- Infrastructure in place and fast growing / cost competitive to IFO / the only mature alternative fuel

LNG VERSUS METHANOL

SPECIFIC ENERGY AND ITS RELATED CONSEQUENCES

WES AMELIE: 13 DAYS ROUND VOYAGE · 130 TON LNG CONSUMPTION · Ø 10 TONS PER DAY

Voyage	Fuel Weight	Fuel Costs*	Bunker Volume
LNG	130ton	50.700€	350cbm
MGO	150ton	69.300€	150cbm
Methanol	325ton	126.750€	375cbm

<i>Annual Consumption</i>	IFO 380 (Scrubber)	MGO	LNG	Methanol
Feeder CV 1000	5.000ton 1.690.000€	4.800ton 2.217.600€	4.160ton 1.622.400€	10.400ton 4.056.000€
ULCV	60.000ton 20.280.000€	57.600ton 26.611.200€	50.960ton 19.468.800€	127.380ton 48.672.200€

Under present pricing level* {

- required Methanol price/ton in order to be competitive against MGO: **EUR 215,00** (-45%)
- required Methanol price/ton in order to be competitive against LNG: **EUR 155,00** (-60%)

➔ **AND** : much higher GHG emissions with Methanol produced from CH₄ compared to LNG (**WTT = ca. + 40%**).

*) 03/2021 Fuel Prices RTM

Methanol = EUR 390,00 / to
IFO380 = EUR 338,00 / to

MGO = EUR 462,00 / to

LNG = EUR 390,00 / to (at this time of the year higher TTF prices)

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CO₂ EMISSIONS

Well to Tank and Tank To Propeller CO₂-emissions of possible ship fuels

